

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

92
B-3724NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

NOBSKA, NANTUCKETT II

AND/OR COMMON

The Steamship NOBSKA (use for publication)

2 LOCATION

STREET & NUMBER

Inner Harbor (Back in
Marjachusetts)

NOT FOR PUBLICATION

CITY, TOWN

Baltimore

CONGRESSIONAL DISTRICT

Third

STATE

Maryland

VICINITY OF

CODE

24

COUNTY

Baltimore City

CODE

510

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☒ OBJECT

Ship

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER:**4 OWNER OF PROPERTY**

Commissioner Robert Embry, Jr.

NAME

City of Baltimore, Housing and Community Development

STREET & NUMBER

222 E. Saratoga Street,

CITY, TOWN

Baltimore,

VICINITY OF

STATE
Maryland 21201**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

B-3724

CONDITION
☐ EXCELLENT
☒ GOOD
☐ FAIR
☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE
☐ UNALTERED
☒ ALTERED

CHECK ONE
☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Steamship NOBSKA, built c. 1925, is 210' in length, 50' in width, and has a maximum draft forward of 11'. Her hull is white with black trim and is grey below the guard rail, with red water line. The canvas covered decks are grey and the stack is buff. The hull, of the sponson design, (wider at the guard than at the water line) has riveted steel plates. While her freight deck is metal, her saloon and hurricane decks are made of wood. The pilot house, also of wood construction, houses her original 4' wooden spoked helm, chain operated engine telegraph, and magnetic compass. Brass voice tubes lead to the engine room and freight deck. The single stack (funnel), amidships where the steam whistle is mounted, is flanked by four hand operated air vents used to cool the engine room area. She has two builder's plates, one on top of the after capstan and one forward on the deck house. "N.E.S.Co.", the abbreviation for the New England Steamship Co., (her original owner), still remains on the threshold of the ladies' restroom. Five of eleven staterooms remain.

While the original fabric of the vessel is intact, she has undergone many alterations. In 1947 several staterooms and the men's smoking room were removed to enlarge the freight deck. In 1950 the pilot house was reconstructed and enlarged. In 1971 four more staterooms were removed. Nevertheless, she retains more than 80% of her original elements.

The NOBSKA is propelled by her original triple expansion, four cylinder, reciprocating steam engine. The engine is hand oiled and all replacement parts are hand machined, as parts are no longer stocked for so rare an engine. Boilers were built by Babcock-Wilcox and are water stoddard type with a working pressure of 200 PSI. Her steering gear, after capstan, forward windlass (used to raise the anchor) and heating system are also steam powered. Her single screw has a thrust of 1000 HP and normal cruising speed is 12 knots.

8 SIGNIFICANCE

B-3724

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1925

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Steamship NOBSKA has served Nantucket longer than any other steamer in Island history. A bearer of nostalgia, familiarity and welcome, she is firmly entrenched as a part of the local scene and color. She is also the only undieselized triple expansion steam vessel on the East coast. She retains both her architectural integrity and her original engineering.

The Steamship NOBSKA was designed by Albert F. Haas and Warren T. Berry. Overseer was J. Howland Gardner who had designed the COMMONWEALTH, last and largest of the Fall River liners. The vessel and engine were built at Bath Ironworks Ltd. of Bath, Maine and the boat was launched March 24, 1925. Maiden voyage to Nantucket was April 9 of that same year. Her first owners were the New England Steamship Co., a subsidiary of the New Haven Railroad conglomerate of Charles Mellen and J. P. Morgan. At that time, the NOBSKA was one of dozens of vessels owned and operated by the Line over various routes. Today she represents the last vestige of that empire, the one exception being the MARTHA'S VINEYARD, who was dieselized in 1960 and is in comparatively poor condition.

In January of 1961 the NOBSKA made the last trip of an Island steamer from New Bedford, Mass. to Nantucket, breaking off traditional ties that had existed between the two ports since 1818. The NOBSKA made her last official trip from Nantucket to Woods Hole on September 18, 1973. She now rests at dock in Nantucket (having been towed there) and the Nantucket Historical Society wishes to purchase her. As an educational resource, she would remain for future generations as a reminder of a particular era in American history, a link in the evolution of Island transportation, and a key figure in the Island's history.

B-3724

- ## 10 GEOGRAPHICAL DATA

UTM REFERENCES

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

Mindy Arbo, for Elizabeth Amadon, State Survey Director

ORGANIZATION

DATE _____

Massachusetts Historical Commission

STREET & NUMBER

TELEPHONE

40 Beacon Street

(617) 727-8470

CITY OR TOWN

STATE

Boston

Massachusetts 02108

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL _____

STATE _____

LOCAL _____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE _____

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE _____

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE _____

KEEPER OF THE NATIONAL REGISTER

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Massachusetts B-3724
COUNTY: Nantucket
FOR NPS USE ONLY
ENTRY DATE: MAY 2 1974

1. NAME
COMMON: The Steamship NOBSKA (use for publication)
AND/OR HISTORIC: NOBSKA, NANTUCKET II

2. LOCATION
STREET AND NUMBER: Steamboat Wharf, Nantucket Harbor
CITY OR TOWN: Nantucket
STATE: Massachusetts
CONGRESSIONAL DISTRICT: 12th
CODE: 025
COUNTY: Nantucket
CODE: 019

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) in dry dock
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4. OWNER OF PROPERTY
OWNER'S NAME: Alfred Johnston City of Baltimore
WOODS HOLE, Martha's Vineyard, Nantucket Steamship Authority
STREET AND NUMBER: Box 284
CITY OR TOWN: Woods Hole
STATE: Massachusetts
CODE: 025

5. LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC.: Marine Inspector's Office, U.S. Coast Guard
STREET AND NUMBER:
CITY OR TOWN: Boston
STATE: Massachusetts
CODE: 025

6. REPRESENTATION IN EXISTING SURVEYS
TITLE OF SURVEY: Inventory of Historic Assets of the Commonwealth
DATE OF SURVEY: 1974
DEPOSITORY FOR SURVEY RECORDS: Massachusetts Historical Commission
STREET AND NUMBER: 40 Beacon Street
CITY OR TOWN: Boston
STATE: Massachusetts
CODE: 025

B-3724

7. DESCRIPTION	
CONDITION	(Check One) <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<div>(Check One)</div> <input checked="" type="checkbox"/> Altered <input type="checkbox"/> Unaltered
<div>(Check One)</div> <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site	
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE	
<p>The Steamship NOBSKA, built c. 1925, is 210' in length, 50' in width, and has a maximum draft forward of 11'. Her hull is white with black trim and is grey below the guard rail, with red water line. The canvas covered decks are grey and the stack is buff. The hull, of the sponson design, (wider at the guard than at the water line) has riveted steel plates. While her freight deck is metal, her saloon and hurricane decks are made of wood. The pilot house, also of wood construction, houses her original 4' wooden spoked helm, chain operated engine telegraph, and magnetic compass. Brass voice tubes lead to the engine room and freight deck. The single stack (funnel), amidships where the steam whistle is mounted, is flanked by four hand operated air vents used to cool the engine room area. She has two builder's plates, one on top of the after capstan and one forward on the deck house. "N.E.S.Co.", the abbreviation for the New England Steamship Co., (her original owner), still remains on the threshold of the ladies' restroom. Five of eleven staterooms remain.</p> <p>While the original fabric of the vessel is intact, she has undergone many alterations. In 1947 several staterooms and the men's smoking room were removed to enlarge the freight deck. In 1950 the pilot house was reconstructed and enlarged. In 1971 four more staterooms were removed. Nevertheless, she retains more than 80% of her original elements.</p> <p>The NOBSKA is propelled by her original triple expansion, four cylinder, reciprocating steam engine. The engine is hand oiled and all replacement parts are hand machined, as parts are no longer stocked for so rare an engine. Boilers were built by Babcock-Wilcox and are water stoddard type with a working pressure of 200 psi. Her steering gear, after capstan, foreward windlass (used to raise the anchor) and heating system are also steam powered. Her single screw has a thrust of 1000 HP and normal cruising speed is 12 knots.</p>	

SEE INSTRUCTIONS



B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian ☐ 16th Century ☐ 18th Century ☒ 20th Century
☐ 15th Century ☐ 17th Century ☐ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1925

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

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SEE INSTRUCTIONS

MAJOR BIBLIOGRAPHICAL REFERENCES

1. Plowden, David, Farewell to Steam, New York, 1966.
2. "Cape Cod Compass", summer 1971.
3. "Nantucket Inquirer", multiple.
4. "Vineyard Grapevine", 1973.
5. Floating Palaces, Roger Williams McAdam Mowbray Co., 1972

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 0 0	0 0 0		41 0 17	70 0 05	
NE	0 0 0	0 0 0			51 0 51	
SE	0 0 0	0 0 0				
SW	0 0 0	0 0 0				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE: Mindy Arbo, for Elizabeth Amadon, State Survey Director		
ORGANIZATION Massachusetts Historical Commission	DATE	
STREET AND NUMBER: 40 Beacon Street		
CITY OR TOWN: Boston	STATE Massachusetts	CODE 02108

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name Honorable John F.X. Davoren
Secretary of the Commonwealth
Title Chairman, Massachusetts Historical Commission

Date

4/10/74

I hereby certify that this property is included in the National Register.

APR 10 1974
Director, Office of Archeology and Historic Preservation

Date

5/1/74

ATTEST:

Wm. H. Smith
Keeper of The National Register

Date

5.1.74



The Commonwealth of Massachusetts B-3724

Office of the Secretary

Massachusetts Historical Commission

Paul Guzzi

40 Beacon Street Boston, Massachusetts 02108

Secretary of the Commonwealth

727-8470

7 July 1975

Mr. Charles Herrington
Chief of Registration
National Register of Historic Places
Department of the Interior
National Park Service
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Charles:

This letter is to inform you that the Steamship NOBSKA, listed in the National Register on 2 May 1974, has been towed from Nantucket and is presently moored in Fall River, Massachusetts where she will undergo minor repair. The new owner, Alfred Johnston of Villanova, Pennsylvania, will move the vessel from Fall River to Baltimore where she will be converted into a restaurant and museum.

We understand that once the NOBSKA leaves Massachusetts it would be removed from the National Register. Inasmuch as the property was nominated for listing at the level of state significance we would not expect the Maryland State Review Board to renominate it, though they may wish to consider it.

We will advise you when the NOBSKA departs from Fall River.

Sincerely,

Pat

Patricia L. Weslowski
Survey Director
Massachusetts Historical Commission

PLW/pjj

xc: Mr. Joseph Morin, Nantucket, Massachusetts
Mr. Arthur C. Townsend, Maryland State Historic Preservation Officer

B-3724

